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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	Hungary	REPORT NO.	25X1
SUBJECT	Railroad Information	DATE DISTR.	22 January 1954
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PLACE ACQUIRED		REFERENCES	

25X1 1. Relying of Track (See Annex 1).

- a. The track between Celldömölk and Szombathely has been relaid; the rails can now withstand an axle pressure of 20 tons.¹
- b. Relaying of track on the Zalaszentiván-Kisfaludpuszta-Zalaegerszeg stretch will soon be completed; the rails will be able to withstand an axle pressure of 16 tons.

2. Traffic Control.

Every directorate now has radio and teleprinter communications.²

3. New Signaling System.

- a. A new signaling system is under construction on the Hegyeshalom-Budapest-Kelenföld line. (See annex 1) By September 1953 it was to have been completed on the Budapest-Kelenföld-Almasfűzítő stretch. The sections are generally 5,100 m. long each consisting of six sectors, i.e. each sector is about 850 m. long. The track sector signals are thus 850 m. apart and erected in both directions. This means that on double tracked lines traffic can circulate in both directions on both lines.
- b. Each signal has four signs: stop, go, go in this sector, go in this and the next sector. (Such signals were previously unknown in Hungary). The signals are incorporated in a normal electric circuit.³

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4. New Transformer (See Annex 2).

A new transformer has been built near the old one at the Landler Works in Budapest; it is supplying current for electric trains to the following railroad stations:

- a. Budapest -Kelenfold
- b. Budapest-Ferencvaros
- c. Kőbánya-Felső
- d. Rákos
- e. Rákoszentmihály
- f. Rákosrendező
- g. Budapest-Józsefváros
- h. Budapest - Keleti
- i. Budapest - Nyugati as far as the Landler Works.

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Comments:

1. The previous rail axle pressure was 16 tons.
2. Previously such facilities only existed in Budapest, Miskolc, Debrecen and Tapolca. This means that Szombathely, Szeged, and Pécs are now fully equipped.
3. This new system is of particular importance as it permits a maximum theoretical daily traffic of 820 trains per day: either 410 to Hegyeshalom and 410 to Budapest, or 410 + 410 to Hegyeshalom or Budapest. Previously only a figure of 260 + 260 was attainable. In actual fact, the stations will not be able to handle such a volume of traffic.

Annexes:

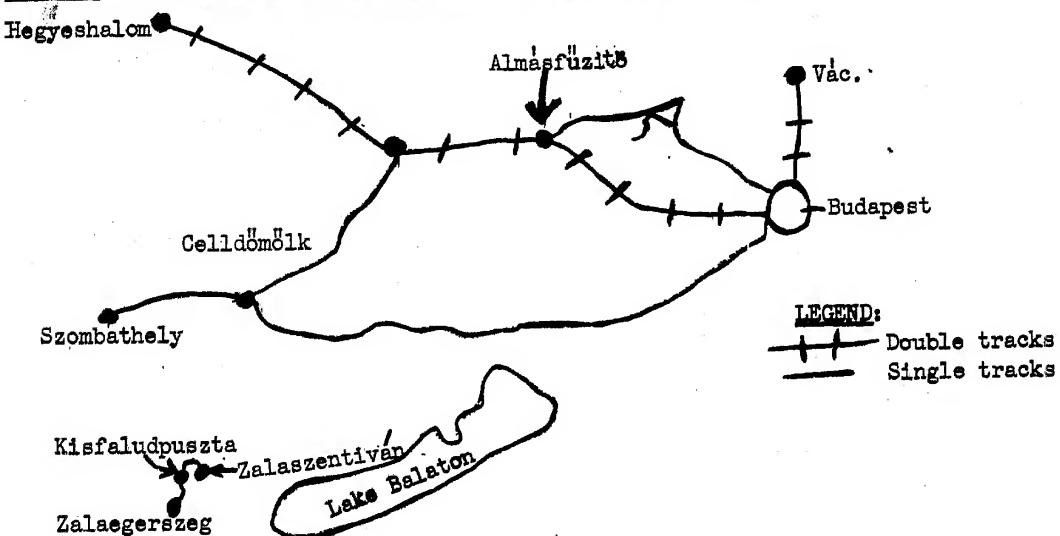
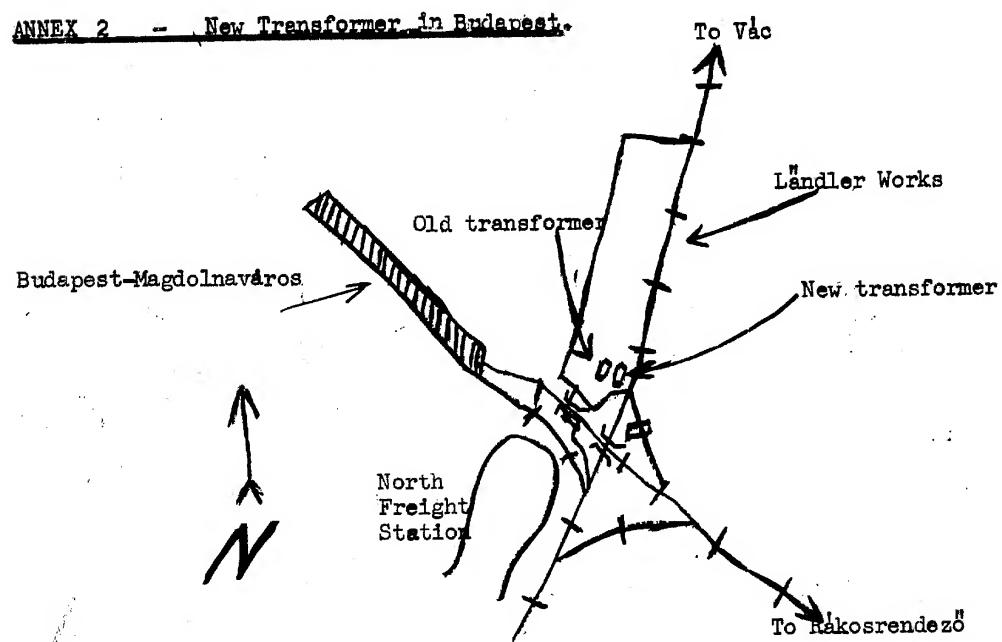
1. Location of Relaying of Tracks and Installation of New Signaling System.
2. New Transformer in Budapest.

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ANNEX 1 - Relaying of Tracks and New Signalling EquipmentANNEX 2 - New Transformer in Budapest

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